

SECRET

## OPERATIONS RECORD BOOK.

R.A.A.F. Form A.50.  
(Feb., '33.)No. 9 Squadron, R.A.A.F. Detachment,  
of (Unit or Formation) H.M.A.S. WESTRALIA.

No. of Sheet..... 1

Place.	Date.	Summary of Events.	References to Appendices.
GARDEN ISLAND	29.3.40	Embarkation trials carried out with Seagull A2-8, which was later embarked and secured for sea.	(1) Photographs of hoisting.
OFF MACASSAR	10.4.40	At 1615 Seagull A2-8 was hoisted out to carry out reconnaissance of MACASSAR ROADS and to identify and, if possible, photograph the German ship "SCHEER" and her position. The crew consisted of F/O. EKINS (pilot) Lt. Cdr. CARR (observer) and Leading Tel. HENZELL (T.A.G.) The aircraft was shadowed by a twin-engined Fokker floatplane (probably T4) bearing Dutch markings. As the Seagull approached the 3 mile neutrality zone the Fokker flew alongside and signalled A2-8 to return to ship. The Seagull flew on and identified the SCHEER, although it was not possible to take photographs, and when the Fokker became persistent, returned to the ship, hoisting in under way at 1745.	
OFF MACASSAR	11.4.40	At 0545 A2-8 was hoisted out under way to carry out a similar flight as on the 10.4.40. The same crew was carried. On this occasion no interference by other aircraft was experienced and photographs of the SCHEER's position were obtained. The aircraft returned to the ship and was hoisted in under way at about 6 knots. As the derrick was being trained inboard the fore guy (starboard) tackle parted and the derrick swung in out of control the port lowing wing tip of A2-8 crashing into the well deck guard rails. Considerable damage was done to the wing tip with risk of internal damage further in the mainplane.	(ii) Photographs of SCHEER.
OFF MACASSAR	23.4.40	A rough repair of the wing tip having been effected, the pilot, considering an air test justified, hoisted out with Lt. Cdr. CARR as crew. A fast taxiing run was carried out and a short air test followed which proved satisfactory. Owing to the possibility of further internal damage to the mainplane, the aircraft was eventually flown to DARWIN and exchanged for A2-11.	
OFF DARWIN	16.5.40	A spotting exercise with full calibre shoot was carried out by A2-11. The aircraft hoisted out at 0910 landing at 1215 in DARWIN harbour, hoisting in at 1730 when the ship had anchored. The crew on this occasion were F/O. EKINS (pilot) Mid(A) DAVIES (observer) and I/Tel. HENZELL (T.A.G.).	
COLOMBO	10.7.40	The aircraft was hoisted out at 0900 with the above crew to carry out a reconnaissance of the vicinity with a view to locating H.M.A.S. PARRAMATTA. Owing to poor visibility	

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		the ship was not sighted and it was afterwards learned that "PARRAMATTA" had not followed the normal course to COLOMBO and was never at any time within radius of the search. A2-11 was hoisted in at 1130.	
COLOMBO	10.8.40	At 0745 A2-11, with normal crew, hoisted out to carry out a search for flotsam reported between COLOMBO and GALLE. A search was carried out for 2½ hours but nothing unusual was sighted. The aircraft flew to RATMALANA where it remained while "WESTRALIA" was in dock.	
MALDIVE IS.	19.8.40 23.8.40	With crew of F/O. EKINS, Mid(A) DAVIES, L/Tel. HENZELL, A2-11 commenced a series of photographic reconnaissance flights over the MALDIVE Islands. Starting at ADDU ATOLL in the south, the ship worked northward until 23.8.40 when the last atoll was covered. Numerous photographs were taken and a report submitted to C. in C. EAST INDIES.	
MAURITIUS.	6.10.40	The aircraft took off at PORT LOUIS at 0900 with the above crew and carried out a search patrol around the island. Nothing unusual was observed and the aircraft landed at 1030.	
BOMBAY	27.10.40	A2-11 with above crew was hoisted out at 0830 to carry out a patrol to seaward of BOMBAY and also a search for wreckage as the result of a recent hurricane. The wreck of a dhow was sighted and A2-11 landed near it. No survivors were found so the aircraft took off and returned to the ship.	
OFF LACCADIVE IS.	31.10.40	A2-11 with above crew hoisted out at 0820 to carry out a search for a possible raider base in the LACCADIVES. The search was made but there was nothing to report.	
OFF S.W. INDIA	1.11.40.	At 0625 "Action Stations" having sounded off, A2-11 was hoisted out to investigate a suspicious vessel which had approached the convoy "WESTRALIA" was escorting. Flying conditions were very unfavourable but contact was made with the ship which was found to be H.M.S. HECTOR (A.M.C.) Difficulty was found in locating "WESTRALIA" which had disappeared in a rain storm with convoy. Eventually the ship was sighted and the aircraft hoisted in under way at 0935.	
BAY OF BENGAL	12.11.40	At 1038 A2-11 hoisted out with normal crew to carry out reconnaissance for German raider which had sunk "ATOMEDOW" on 11.11.40 and captured "OLE JACOB" the previous day. Approximately 5000 square miles were covered but a negative report was made. The aircraft hoisted in at 1445. At 1630 another search was carried out also with negative result. Whilst hoisting in at 1745 at dusk the port lower mainplane was crashed against the side. Repairs were carried out overnight.	

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No. of Sheet 2.

Place.	Date.	Summary of Events.	References to Appendices.
INDIAN OCEAN Lat. 50'S. Long. 81°30'E	13.11.40	A2-11 was hoisted out at 1500 to carry out reconnaissance for the raider. One ship ("GLENARTNEY") was sighted at 1750. At 1809 the aircraft was hooked on and before it could be hoisted was severely damaged being towed through the water at 6 knots. A report on this accident has been rendered.	
COLOMBO	18.11.40	Walrus L.2322 was picked up at TRINCOMALEE by F/O. EKINS and flown to the ship at COLOMBO to replace A2-11. This aircraft was damaged taking off on 3.12.40 and was placed ashore at COLOMBO.	
SYDNEY	16.1.41	Seagull A2-13 was flown from RATHMINES to FARM COVE to replace A2-11 (U/S) which had been landed at ROSE BAY for repair.	
SYDNEY	20.1.41	A2-13 with crew of F/O. EKINS (pilot) Sub. Lt. EAGER (observer) and P.O./Tel. HENZELL hoisted out at 1015 and carried out spotting for full calibre shoot off SYDNEY. The aircraft developed engine trouble and returned to ROSE BAY before completion of shoot.	
ADMIRALTY GULF W.A.	11.2.41	A2-13 with pilot, T.A.G. and F/O. BINLEY (R.A.A.F. DARWIN) was hoisted out at 1345 and carried out a photographic reconnaissance of part of the Gulf. The aircraft hoisted in at 1445.	
	12.2.41	The aircraft took off at 0945 with Sgt. NEWTON as photographer and Lt. ADAMS as observer. Numerous photographs were taken and the aircraft landed at CRYSTAL HEAD anchorage where bearings and soundings were taken. At 1430 the aircraft was finally hoisted in.	
	13.2.41	Two more photographic flights were carried out between 0920 and 1430, during which time many photographs were taken, which proved valuable to the Navigation Officer of "WESTRALIA" when producing a chart of ADMIRALTY GULF.	
DARWIN	15.2.41	At 0555 A2-13 left WYNDHAM to carry out a dummy dive bombing attack on the oil tanks at DARWIN. On being sighted by the DARWIN Port War Signal Station a message was passed to No. 12 Squadron and five Wirraways took off to intercept the Seagull. The exercise was successful from the point of view of the raider.	
OCEAN ISLAND	15.4.41	A2-13 with crew of F/O. EKINS and S/Lt. EAGER and P.O./Tel. HENZELL took off at 1330 and carried out a square search in the vicinity of OCEAN IS. A negative report was given when the aircraft hoisted in at 1630.	